The Signalman's Journal

Volume 81, Number 4 August 2000

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PF RHOADS
4015 FRIEDENSBURG RD
OLEY PA 19547-8714

AFL-CIO NATIONAL BOYCOTTS

JULY/AUGUST 2000

BUILDING MATERIALS & TOOLS

BROWN & SHARPE MFG. CO.
Measuring, cutting and machine tools and pumps
▶ *Machinists*

JET EQUIPMENT & TOOLS, INC.
Auburn, Wash., distributor of "JET" brand metal- and wood-working power and hand tools for home and commercial use
▶ *Teamsters*

SOUTHWIRE CO.
Commercial and industrial wire and cable; Do-It-Yourself brand homewire
▶ *Electrical Workers*

CLOTHING

MASTER APPAREL
Men's and boys' trousers. Labels include Hills and Archer, and Ivy Hill
▶ *Electronic Workers*

ENTERTAINMENT & RECREATION

BLACK ENTERTAINMENT TELEVISION
BET cable television, Action payperview, Bet on Jazz
▶ *Electrical Workers*

FOOD & BEVERAGES

BASIC VEGETABLE PRODUCTS/
BASIC AMERICAN FOODS
Dehydrated garlic, onion, and other vegetable products, chiefly for institutions such as colleges, hospitals and hotels, and for other food processors. Labels include: Snow White garlic, Mello Toasted onion, Dial-A-Heat garlic and chilis, High-Flavor onion and garlic, Dehydro/frozen Vegetables, Potato Pearls, Golden Grill hashbrowns and potato pancakes, Santiago Refried Beans, Quick-Start Chili Mix
▶ *Teamsters*

CALIFORNIA TABLE GRAPES
Table grapes that do not bear the UFW label on their carton or crate
▶ *Farm Workers*

DIAMOND WALNUT CO.
Diamond brand bagged and canned walnuts and walnut pieces
▶ *Teamsters*

FARMLAND DAIRY
Milk sold under the Farmland Dairy label in stores in Connecticut, New Jersey and New York
▶ *Teamsters*

PLEASE POST

MT. OLIVE PICKLE CO.
Pickles and relishes sold under the Mt. Olive and other labels, including the Food Lion and Harris Teeter supermarket "house" labels
▶ *Farm Labor Organizing Committee*

FURNITURE

STRAITS FURNITURE CO.
Jackson, Miss., manufacturer of entertainment centers, dining-room and bedroom furniture. Brands include: Canbrough Oak Collection, Downing Street Collection, Cherry Creek Collection, Hood, Straits
▶ *Electronic Workers, Furniture Workers Division*

TRANSPORTATION & TRAVEL

ALITALIA AIRLINES
Air transport for passengers and freight
▶ *Machinists*

BEST WESTERN-GROSVENOR RESORT
Hotel in Lake Buena Vista, Fla.; located at Disney World, but separately owned and operated
▶ *Hotel Employees & Restaurant Employees*

CROWN CENTRAL PETROLEUM
Gasoline sold at Crown, Fast Fare and Zippy Mart stations and convenience stores
▶ *Paper, Allied-Industrial, Chemical & Energy Workers*

FOUR POINTS BY SHERATON
Hotel in Waterbury, Conn.
▶ *Hotel Employees & Restaurant Employees*

HOLIDAY INN SUNSPREE HOTEL
Hotel in Kapaa, Hawaii
▶ *Longshore & Warehouse Union*

NEW OTANI HOTEL & GARDEN
Hotel in downtown Los Angeles
▶ *Hotel Employees & Restaurant Employees*

OTHERS

CF&I STEEL and OREGON STEEL MILLS, INC.
Steel, including rod, bar, rail, pipe and steel plate
▶ *Steelworkers*

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Wells Fargo has branches in Arizona, California, Colorado, Idaho, Nevada, New Mexico, Oregon, Texas, Utah and Washington; Norwest has branches in Arizona, Colorado, Indiana, Iowa, Minnesota, Montana, Nebraska, Nevada, New Mexico, North Dakota, Ohio, South Dakota, Texas, Wisconsin and Wyoming
▶ *Steelworkers*

R.J. REYNOLDS TOBACCO CO.
Cigarettes: Best Value, Camel, Century, Doral, Eclipse, Magna, Monarch, More, Now, Salem, Sterling, Vantage, and Winston; plus all Moonlight Tobacco products
▶ *Bakery, Confectionery, Tobacco Workers & Grain Millers*

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Photo Submitted By: G.T. Urfer.

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H.R. 4844 The Railroad Retirement and Survivors Improvement Act of 2000

PRESIDENT'S COLUMN

After an intense lobbying effort by Brotherhood of Railroad Signalmen members and other rail unions on Capitol Hill in Washington, D.C., H.R. 4844 The Railroad Retirement and Survivors Improvement Act of 2000 is another step closer to being signed into law. Rail labor's efforts are being led by Dennis Boston, BRS Vice President – Northeast, and Leonard Parker Jr., BRS National Legislative Representative. BRS officers and General Chairmen along with the strong support of our members have worked diligently to get as many members of Congress to co-sponsor and support the bill.

Before Congress adjourned for their August recess, the House of Representatives Transportation and Infrastructure Committee passed H.R. 4844 by a margin of 62 to 1. The House of Representatives Ways and Means Committee passed H.R. 4844 but attached an unrelated and unwanted amendment repealing the 4.3-cent/gallon tax on diesel fuel that railroads and barges must pay when they purchase diesel fuel.

This money is then deposited in the highway trust fund where it mostly benefits the railroads' competition – the truckers. The BRS does not support the elimination of the fuel tax. We prefer that the fuel tax remain and the money acquired through it be redirected back to the infrastructure of the railroads such as upgrading highway crossing protection.

The opportunity presents itself now. Be proactive and pro-union. Call your Congressman and tell them to support H.R. 4844. It does not matter if you are a Democrat or a Republican. What matters is that this legislation becomes law and that each of us votes and supports any Congressman who helps our families, improves our quality of life and improves our benefits

This amendment is unnecessary and we must work hard to get it removed.

H.R. 4844 has been assigned to the House of Representatives Rules Committee and they will decide which version of the legislation will be considered on the House floor. The BRS and all other rail unions in the coalition support the version that was passed in the Transportation and Infrastructure Committee. If the Rules Committee allows either the Ways and Means version or the Transportation and Infrastructure version to be considered on the floor of the House of Representatives, we expect that either version will pass the House of Representatives by an overwhelming majority. It is expected that if this amendment, which is unrelated to the retirement package, is *not*

removed in the Rules Committee, the Senate *will* remove it. The addition of this language could slow the bill from moving smoothly through Congress, and possibly stop our bill from becoming a reality this year.

As H.R. 4844 was going to be marked up, 306 members of the House of Representatives signed on to be co-sponsors of this bill. This is over two-thirds of the entire membership of the House of Representatives. This phenomenal support was achieved in less than two weeks after the bill was introduced. Every BRS member should be proud of the effort and hard work they did in order to get H.R. 4844 introduced. This has been a difficult journey but if we continue on course, we can look forward to not only an earlier retirement opportunity but also an increase in the much-needed benefits for the surviving spouses of railroad retirees.

While this hard work has accomplished much in the House of Representatives, we will soon be focusing our efforts on the U.S. Senate. Until shortly after Labor Day, the members of the Senate will spend most their time back in their state. *Please call, write letters* and *make appointments* to contact both of your Senators *personally* during this period and ask them to support the provisions of H.R. 4844 that deal with railroad retirement. Please ask your co-workers and family to do likewise.

It is with your continued support that the BRS will be able to enact these improvements into law.

However, even though railroad management and the majority of railroad labor support these improvements to surviving spouse benefits and earlier retirement, there are some in Congress who oppose this legislation. With the November elections coming up, it is imperative that each BRS member check and see how their Congressman and Senators voted on this important piece of legislation. If they did not support this legislation you must let them know that you vote and will take this into strong consideration on November 7.

H.R. 4844 is a piece of legislation that will have a significant impact on your life and the quality of your family's lives. Many of us come from railroad families. We have seen the devastation that can occur when a retired railroad employee dies before their spouse. For the surviving spouse the economic burden placed on them negatively impacts their quality of life. Not only does the surviving spouse have to endure the loss of a partner, but they have to endure life on a severely reduced pension.

We have also seen fellow brothers and sisters quality of life diminish from the hardships they suffered during their railroad careers. Railroading is dangerous and backbreaking work. Extended periods away from home, night time calls, and long hours in some of the most intolerable weather and conditions. We have the opportunity to allow all railroad workers to regain full pension benefits and medical insurance at age 60.

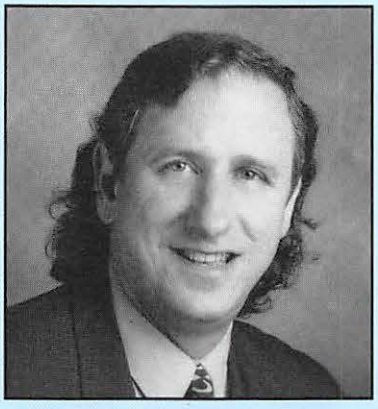
The opportunity presents itself now. Be proactive and pro-union. Call your Congressman and tell them to support H.R. 4844. It does not matter if you are a Democrat or a Republican. What matters is that this legislation becomes law and that each of us *votes* and supports any Congressman who helps our families, improves our quality of life and improves our benefits.

H.R. 4844 is the battle we must win now. So write and call your Congressman today.

While H.R. 4844 is one of the most important pieces of legislation that has been introduced in the last 20 years another important event takes place on November 7. In order to continue in our efforts to improve the quality of life for all BRS members our next battle will be the November elections. In the October issue of *The Signalman's Journal* we will publish a list of the men and women that support labor and are committed to progressing issues and laws that will help all the working men and women in America. Support those who support you.

I remain, in solidarity,

W. Dan Pickett



The New Drug War

SECRETARY-TREASURER'S COLUMN

The new drug war that is raging in our country is not being fought in our inner cities or at our nations borders. No, this drug war is being fought between some of the most profitable corporations in America, pharmaceutical industry, and America's citizens. The victims of this war are 13 million senior citizens on Medicare and the millions of American citizens who are uninsured.

Viola Quirion, a 73 year old retired shirt factory worker from Waterville, Maine is one example of an American hurt by the steep rise in prescription drug costs. According to *Newsweek*, Quirion is a Medicare recipient living on $1000.00 a month who must choose to skip meals or skip some of her prescription medicines. Like Quirion, Shirley Kindle, a retired clerical worker in Hartford Connecticut is left with tough choices. Her prescription drugs cost $506.34 a month, while her Social Security check is only $496.00. Why the high costs? Democratic Representative Tom Allen of Maine said it best, "The most profitable industry in the country is charging the highest prices in the world to the Americans who can least afford it."

The pharmaceutical industry claims that the high cost is due to the rising expense of research and development (R&D). While the R&D costs for this industry is higher than other industries, the real truth is the pharmaceutical industry spends twice as much on marketing and administration as it does on R&D. The industry spends roughly $7 billion a year on sales-people and $101 billion on television advertising . This is far more than it spends on scientists or R&D. Last year Schering-Plough Corp. spent $136 million advertising just one medicine, Claritin. In comparison that is more than Coca-Cola spent advertising Coke or Anheuser-Bush spent advertising Budweiser. Is there any surprise the consumer costs are so high for prescription drugs?

The future does not look any better. Last year prescription drug costs for Rail workers increased an average of 20%, while overall inflation rose less than 3%. Predictions for the near future indicates a continuing trend of 20% annual increases. For rail workers, the prescription drug benefit contained in the national health plan accounts for one fifth of the total cost of the plan.

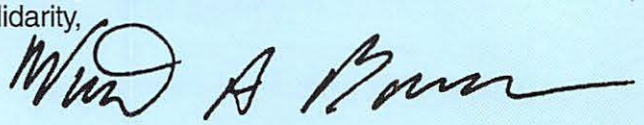
So what is the solution? While I wish I knew a simpler answer, the truth is this is a complex problem that will, in my opinion, require the intervention of our government leaders. These multinational pharmaceutical companies are only concerned about their double-digit profits. They have no concern for the American citizens. Proposals for price controls and re-importation of foreign drugs are meet with opposition from the drug industry and its high priced lobbyists.

America's senior citizens and the uninsured working poor need relief. The answer is not to give taxpayer money to the insurance industry and the pharmaceutical industry as many Republicans have proposed. More money given away to these industries is simply feeding their insatiable greed. No, the answer lies in direct help to the very people who need it, the senior citizens and the uninsured.

But you ask where does the money come from to help those in need? A recent bill in the Republican congress to repeal the estate tax or as they term it the "death tax" will give away billions of dollars to the richest 2% of America's citizens. Our nation's richest 2% are already enjoying the bountiful wealth of America and do not need help from our government. This same money would pay for a prescription drug program for our nation's elderly. There is no debating who needs the help and there should be no debating on who gets the help.

The new drug war is about right versus power and greed. For the sake of all Americans let us hope and pray that right wins this war.

In Solidarity,



METRA Demonstrates ITAWS Device

On May 16, BRS International President Dan Pickett and Director of Research Tim DePaepe visited Metra's Deerfield West Interlocking for a demonstration of their Intelligent Train Approach Warning System (ITAWS).

The BRS believes that the ITAWS system could prove beneficial as a supplement to the 49CFR214 Federal Railroad Administration Roadway Worker Protection Regulations.

It is the position of the BRS that the Roadway Worker Protection Regulations have been extremely effective in preventing injuries and fatalities to roadway workers. Due to the many unanswered questions that the BRS has concerning the ITAWS device, it would be inappropriate (and a violation of 49CFR214) to use it as the only source of on-track protection.

To initiate the system the user "logs in" with an electronic key. The user carries the electronic box that contains an audible siren and a light that flashes when a train is on Track 1 or Track 2. There is also a horn and siren that is mounted on the side of the bungalow. The user also carries a pager that vibrates when a train is within the detection circuit.

The ITAWS system is still under development from the manufacturer.

Left to right: METRA General Chairman Mike Owens, International President W. "Dan" Pickett and METRA Director of Safety and Rules Dennis Mogan discuss ITAWS devices.

Congressman David Bonior

Congressman David Bonior speaks for the millions of Americans who are working harder than ever just to make ends meet. This commitment to working families often puts him at odds with certain special interests, but he believes that America's kitchen table concerns come first.

Leadership has long been a tradition in the Bonior family: his father was a city council member, and then Mayor, of East Detroit. Whether volunteering in the community or serving in elected office, the Boniors have always taken pride in their community and shared a strong sense of civic duty.

Born in Detroit on June 6, 1945, Bonior grew up in Hamtramck and East Detroit (now Eastpointe), Michigan.

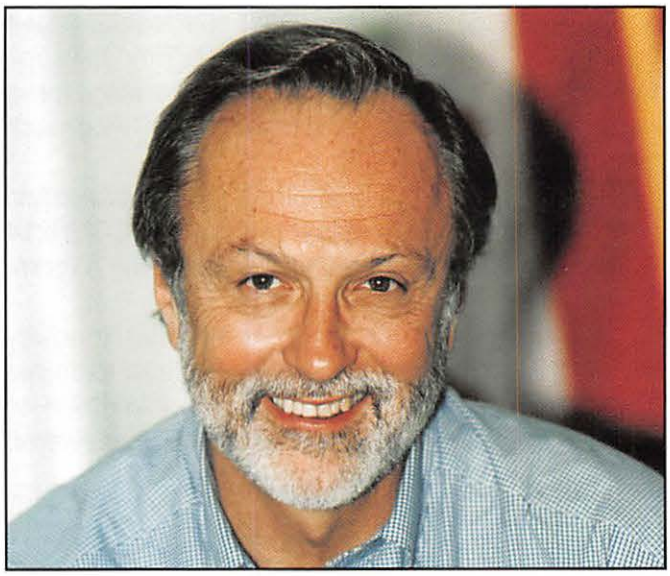
Soon after his arrival in Washington, Bonior took up the cause of Vietnam Veterans, who had been treated poorly upon their return from southeast Asia. Making the point that it was important to "separate the warrior from the war," he founded a group called the Vietnam-era Veterans in Congress, and helped guide legislation through the House that specifically addressed the needs of veterans, including education, job training and health care. As the terrible effects of Agent Orange becoming apparent, health care assumed paramount importance.

Bonior also helped build the coalition that made the national Vietnam Memorial a reality, a wall of names that even today draws crowds of somber visitors. He chronicled the veterans' difficult return home by co-authoring a 1984 book entitled "The Vietnam Veteran: A History of Neglect."

After serving as a chief deputy whip, Bonior was elected Democratic whip in 1991. When in the minority party of Congress, the whip is the second-ranking member in his or her party's caucus. As such, the whip is responsible for the party's legislative strategy in the House and for keeping members informed about upcoming issues and votes. Curiously, the term whip dates from historic times in England, when the person responsible for keeping hunting dogs on the track of their prey actually carried a small whip.

Today, the Democratic whip relies on the power of persuasion to convince his colleagues on various issues, and is a principal spokesman for the party.

Many of the young people in the 10th District learn about this and other aspects of the legislative process when Bonior brings together area high school students for the Student Leadership Summit, in Port Huron. In this annual event, students stage a model Congress dealing with real



issues confronting the country.

One of the topics they debate is a program Bonior strongly supports: expanding school to work programs that give high school students technical skills which land them good jobs right out of high school. He is also an ardent backer of the Hope Scholarship, the Lifetime Learning Tax Credit and expanded Pell Grants, because he believes expanding educational opportunity is the key to greater prosperity.

Bonior has also been at the forefront of efforts to raise the minimum wage, because he believes that everybody who works hard should be able to share the American dream. Putting more money in people's pockets is good for them, and good for the economy.

Confounding nay-sayers who said it couldn't be done, Bonior built bi-partisan support for the 1996 vote to raise the wage to $5.15 an hour. He is leading House efforts to raise it again to $6.15 an hour by the year 2000. This would help restore some of the buying power minimum-wage earners have lost over the past 30 years.

When not focusing on his Congressional duties, Bonior enjoys reading fiction - including his favorite author, Wallace Stegner - and getting outdoors.

In August of 1997, Bonior and his wife Judy walked some 300 miles up Michigan, from Mount Clemens to St. Ignace. Walking by trails and back roads, they carried backpacks and camped out along the way. They capped their journey by joining thousands of others in the traditional Labor Day walk across the Mackinac Bridge, which joins Michigan's upper and lower peninsulas.

David and Judy Bonior have a combined family of three adult children.

Congressman Charles B. Rangel

Congressman Charles B. Rangel is serving his fifteenth term as the Representative from the 15th Congressional District, comprising East and Central Harlem, the Upper West Side, and Washington Heights/Inwood. Congressman Rangel is the Ranking Member of the Committee on Ways and Means, Deputy Democratic Whip of the House of Representatives, a Co-Chair of the Democratic Congressional Campaign Committee and Dean of the New York State Congressional Delegation.

Congressman Rangel is a member of the Trade Subcommittee of the Committee on Ways and means, which has jurisdiction over all international trade agreements. The Congressman pays particular attention to trade with the Caribbean and Africa, and the development of international trade in Upper Manhattan.

As the senior Democratic Member of the Committee on Ways and Means, Congressman Rangel is also a member of the Joint Committee on Taxation for the 106th Congress. This panel is responsible for advising Congress on the Internal Revenue Code and the implications of proposed tax legislation. As a Congressional advisor to the U.S. Trade Representative, he is also involved in international conferences and negotiating sessions on trade issues. Congressman Rangel is also a member of the President's Export Council, working to build consensus on international trade matters among its membership of business, agriculture, labor, Congressional leaders and Cabinet officials.

Congressman Rangel is the principal author of the five billion dollar Federal Empowerment Zone demonstration project to revitalize urban neighborhoods throughout America. He is also the author of the Low Income Housing Tax Credit, which is responsible for financing ninety percent of the affordable housing built in the U.S. in the last ten years. The Work Opportunity Tax Credit, which Congressman Rangel also championed, has provided thousands of jobs for underprivileged young people, veterans, and ex-offenders.

As the former chairman of the Select Committee on Narcotics Abuse and Control, Congressman Rangel continues to lead the nation's fight against drug abuse and trafficking. In his efforts to reduce the flow of drugs into the United States and to solve the nation's continuing drug abuse crisis, Congressman Rangel serves as chairman of the Congressional Narcotics Abuse and Control Caucus.

Congressman Rangel is a founding member and former chairman of the Congressional Black Caucus; he was also chairman of the New York State Council of Black Elected Democrats and was a member of the House Judiciary Committee during the hearings on the articles of impeachment of President Nixon.

Congressman Rangel served in the U.S. Army in Korea, 1948-52, and was awarded the Purple Heart and Bronze Star. Congressman Rangel has authored several pieces of legislation to benefit minority and women veterans, including a successful bill that established the Office of Minority Affairs Within the Department of Veterans Affairs.

In 1987, at the height of the battle against apartheid, Congressman Rangel led the effort to include in the Internal revenue Code one of the most effective anti-apartheid measures, denial of tax credits for taxes paid to South Africa. This measure resulted in several Fortune 500 companies leaving South Africa. In addition, Congressman Rangel played a vital role in restoring the democratic government in Haiti.

Congressman Rangel is a graduate of New York University and St. John's University School of Law. He has spent his entire career in public service, first as an Assistant U.S. attorney for the Southern District of New York, and later on the New York State Assembly. He was elected to the 92nd Congress on November 3, 1970, and has been re-elected to each succeeding congress.

Congressman Rangel lives in Harlem with his wife Alma, who is a founding member of the Congressional Black Caucus Spouses and participates in many civic and community organizations. Congressman and Mrs. Rangel have two children.

An important message from your union.

Al Gore has a record working families can trust.

Better Schools.

Gore worked to enact a law to hire 100,000 new teachers nationwide and help school districts fund school repairs and new construction.
(*Omaha World Herald*, 4/9/99; *New York Newsday*, 3/5/99; *Gannett News Service*, 1/21/99)

Secure Retirement.

Gore supports setting aside at least two-thirds of the budget surplus to ensure that Social Security and Medicare are strong for us and our children. He supports adding prescription drug benefits for Medicare recipients. Throughout his career, he has worked for better pension protections.
(*Washington Post*, 1/7/00; *Des Moines Register*, 12/25/99; *Gannett News Service*, 11/9/99; *Milwaukee Journal Sentinel*, 3/15/96)

Strong Unions.

Gore opposes laws that would silence the voice of working families in politics. He led the fight to defeat the so-called "Paycheck Protection Act" that would have silenced the voice of California's working families. He also opposes allowing corporations to permanently replace striking workers.
(Associated Press, 9/13/99; *The Washington Post*, 9/7/99; *The Washington Post*, 2/22/95)

Your union has researched the positions of all of the candidates for president. Because none is better on working family issues than Vice President Al Gore, he has been endorsed by the AFL-CIO.

Vote. You are more powerful than you think.

LABOR DAY, UNION LABEL WEEK 2000

TIME FOR UNION MEMBERS TO BE PROUD!

By Charlie Mercer, President
Union Label & Service Trades Dept. AFL-CIO

Labor Day 2000 is Monday, September 4. That's also the first day of **Union Label Week 2000.** As we get ready for that day and that week, as union members we should again take at least a few minutes to be proud of who and what we are, what we have done and what we continue to do.

We are the American Labor Movement—every one of us—joined in our local, national and international unions. As the Labor Movement, we and hundreds of thousands who have gone before us have put a great big union label on the American Way of Life that we enjoy even as we work diligently to preserve it and improve it and extend its opportunities to all on these shores.

Many things in our lives today, are so commonplace that we have to remind ourselves that they once were the objects of struggle by the Labor Movement. Take the five-day workweek, for example. And premium pay for overtime, paid holidays, annual paid vacations, health insurance, regular pay raises, etc., etc.

While many of us take those kinds of benefits for granted, what would happen if unions, union contracts, and the Labor Movement were soon to disappear, as some editorialists, columnists and commentators predict every Labor Day?

Would government on its own initiative watch out for the individual American worker? Would businesses make the well being of their employees as important as increasing return to their investors?

Who would defend employees against unjust discharge and other discipline if they should be so bold as to protest mistreatment and abuse by employers?

Who would represent workers against efforts to strip the effectiveness from safety and health laws and regulations? Who would have pushed to pass such laws in the first place?

Who would campaign for justice for farm workers in the cucumber fields of the Southeast, for workers in California's strawberry fields? Nursing home workers? And on, and on.

If the American Labor Movement suddenly ceased to exist, someone would have to re-invent it. But it does exist. And we are the American Labor Movement. Let's be proud of it and tell the world about it —and about the union label — on Labor Day, during **Union Label Week** and the rest of the year, too!

He has been our governor for almost six years.

Here's what George W. Bush has done for Texas working families.

"If the economy is so good, why do I have to work so hard just to keep up?"

David Carrasco
Tire builder
USWA Local 746

Right to Work

- Gov. George Bush believes union workers undermine the economy, and brags that Texas is a right-to-work state with low unionization of the workforce. (*Tulsa World*, 2/17/99; www.tded.state.tx.us/TXOverview)
- Gov. Bush vetoed a dues checkoff bill for municipal workers because he thought it might undermine Texas's right-to-work laws. (SB 823, 1995 Texas Legislative Session)

Eugene Graham
Correctional officer
AFSCME Local 3807

"The fact is, George Bush doesn't like union members any more than he likes unions."

Union-Busting

- Gov. Bush has tried to eliminate or privatize thousands of union jobs in Texas. (*Houston Chronicle*, 10/10/99; *The Dallas Morning News*, 4/20/97)
- Gov. Bush supports "paycheck deception" gimmicks that would silence the voice of working families. (Iowa GOP Debate, Des Moines, 12/13/99)
- Despite an expanding prison population, Texas correctional workers haven't had a real raise since Bush became governor. Their pay ranks 46th in the country. (*San Antonio Express-News*, 1/20/00)

Now he wants to do for the rest of the country what he's done for Texas.

VOTE. You're more powerful than you think.

Provided by your union and the AFL-CIO.
For more information, visit our website at www.aflcio.org or www.workingfamilies.com.

Labor AFL-CIO 2000

Homestead 1892, The Classic Confrontation Between 19th Century American Capital and Labor

by Russell W. Gibbons

More than any other single event, The Homestead Strike of 1892 was "the Great Divide" that separated forever the 19th century craft system of production from the 20th century world of vertically integrated corporations and mechanization. The largest and strongest craft of the era, the Amalgamated Association of Iron and Steel Workers, confronted Andrew Carnegie's emerging steel empire, and lost.

After the strike, the American steel industry was able to employ new technology and reduce required skills, import cheap labor and operate non-union for two generations, until a resurgent industrial unionism in the 1930s won recognition.

The Battle

On July 6, 1892, three hundred armed Pinkerton detectives employed by the Carnegie Steel Company sought to land at the Homestead Works, located on the Mononghela River nine miles south of Pittsburgh, to secure the plant for strike-breakers. They were met by hundreds of workers and townspeople who fought a 12-hour gun battle to prevent their landing.

After the battle, seven workers and three Pinkertons lay dead.

The Homestead mill, where workers had previously been locked out, proved a test between Andrew Carnegie, one of the country's richest industrialists and the Amalgamated Association of Iron and Steel Workers, the craft union in the steel industry. In the end, the workers won the battle but lost the war. Some 9,000 members of the Pennsylvania militia occupied Homestead and helped to break the strike.

The crisis at Homestead represented the final stand for organized labor in the emerging steel industry. When Carnegie's partner, Henry Clay Frick, locked 300 steel workers out of the Homestead Carnegie Works, he provoked a crisis in industrial society which would take generations to heal.

The workers responded by leading an entire community in the first armed occupation of one of the premier steel making facilities in America. The stakes were high.

Workers Control

The people of Homestead, drawn from many countries after the Civil War, were proud workers who cherished the right to participate in the setting of wage scales and to regulate the pace of work.

Key to maintaining their control over the work place was the early steelworkers' superior knowledge of their crafts and their central role in the production process. This superiority was challenged by management at the end of the 19th century through the introduction of new steelmaking technologies. In keeping with the changing face of all new manufacturing during the Industrial Revolution, new technologies were sought not only for their ability to produce higher quality goods in greater quantities, but also for their ability to cut the work force, reduce the skill levels of the workers and thereby increase the level of managerial control over the work place.

Despite their militancy in battle, industrial unionists were dealt a crushing blow. Private enterprise emerged victorious and well positioned for the glory days of American industrial dominance which lay ahead.

Henry Clay Frick vowed that "no union man would every again set foot in Homestead."

CIO Organizes Steel

It would be another 44 years before he was proven wrong and the union would enter the Homestead works again. This time it was the successor of the Amalgamated – the CIO's Steel Workers Organizing Committee (SWOC) in 1936. Six years later, SWOC would be constituted as the United Steelworkers of America.

Upwards of 15,000 union members worked in the huge Homestead works, dubbed the arsenal of democracy during World War II. But by 1986, the plant was closed, a monument to failed management and the lack of a national policy.

Russell W. Gibbons, former Communications Director of the United Steelworkers of America, AFL-CIO was Director of the Homestead 1892 Strike Centennial, a series of commemorative events in Homestead in 1992.

U.S. Transportation Secretary Announces $34 Million Contract Award For North American Joint Positive Train Control Project

U.S. Transportation Secretary Rodney E. Slater today announced the award of a $34 million contract to a team led by Lockheed Martin Corporation for the development and deployment of a Positive Train Control (PTC) system on a 120-mile segment of the Chicago-to- St. Louis high speed rail passenger corridor. In addition, Secretary Slater announced a $6.5 million grant to the Illinois Department of Transportation as part of the federal government's contribution toward the program.

"This Positive Train Control project will lead to safer and faster train transportation in the new century and new millennium," said Secretary Slater. "It supports President Clinton and Vice President Gore's commitment to improved transportation safety, increased mobility for all Americans and continued economic growth."

The contract award is being made through the North American Joint Positive Train Control Program (NAJPTC), a partnership between Federal Railroad Administration (FRA), Illinois Department of Transportation (ILDOT) and the Association of American Railroads (AAR). The primary objective of NAJPTC is to demonstrate a cost-effective PTC system, which is one of the technologies that will further improve railroad safety and enable the development of high-speed rail in the Midwest and elsewhere in the United States. Approximately half of the funding for the project comes from the federal government.

PTC systems utilize intelligent transportation technologies including onboard computers, digital radio links, differential global positioning systems, computer route databases, and wayside computer control systems to assure that train operations are safe. Train control systems such as PTC are mandatory under federal regulations wherever train speeds exceed 79 mph. Among the safety benefits of such systems are the prevention of train collision, overspeed accidents and the protection of track and signal maintenance workers. PTC technology will also aid Amtrak in developing high-speed rail service across the country.

In recent years, according to the FRA, railroads have achieved unprecedented safety records. This has been accomplished through partnerships among the FRA, rail management and rail labor working together to identify and remedy systemic safety issues. PTC systems are designed to aid the human operators of today's system in preventing accidents while also increasing the capacity of the railroad network for both freight and passenger trains.

"This award reflects the Clinton-Gore Administration's commitment to high-speed rail passenger service," said FRA Administrator Jolene M. Molitoris. "PTC will help ease airport and highway congestion by providing a safe, reliable, comfortable and environmentally-friendly transportation option which supports the President and Vice President's livability agenda."

The system to be installed in Illinois will enable the Union Pacific Railroad control center in Omaha, Neb. to monitor the real time locations of trains. When dispatchers authorize train movements over specific routes, computers will assure that operations are safe and will issue movement instructions to the trains over the digital radio network. A computer on each locomotive will display the permitted movements to the locomotive engineer and will stop a train if operations contrary to the dispatcher's plan are attempted.

The NAJPTC Project is intended to establish industry interoperability standards which will govern how the railroads work with each other as new PTC systems are deployed. The Lockheed Martin team includes Wabtec of Cedar Rapids, Iowa; Union Switch and Signal of Swissvale, Pa., and Parsons Brinkerhoff of Chicago.

FRA ISSUES SAFETY ADVISORY 2000-2

Harmon Industries "Electro Code 4" and "Electro Code 4 Plus" Components Identified for Replacement

Originally signed on May 25, 2000 and published in the Federal Register on June 2, 2000, the Federal Railroad Administration issued a safety advisory addressing recommended replacement of certain components in Harmon Industries' "Electro Code 4" and "Electro Code 4 Plus" intermediate signal units.

BACKGROUND

On March 25, 1998, a Norfolk Southern Corporation (NS) freight train collided with a Consolidated Rail Corporation freight train in Butler, Indiana. The post-accident investigation revealed that an intermediate signal in the vicinity of the accident would randomly go dark. While it had been determined that signal malfunction did not contribute to the accident, the malfunction was further investigated by the FRA, the National Transportation Safety Board (NTSB), NS and Harmon Industries (Harmon), manufacturer of the signal control equipment.

The investigation revealed that certain modules in "Electro Code 4" and "Electro Code 4 Plus" intermediate signal units can contribute to intermittent dark signal occurrences.

On May 15, 1998, Harmon, through its Electro Pneumatic Corporation subsidiary, issued a PIO (Product Improvement Announcement) 98-101 in which it recommended an upgrade to the "211S, 211SRP and 212A" modules that are used in "Electro Code 4" and "Electro Code 4 Plus" intermediate signal units. Harmon offered to supply upgrades to the listed modules at no charge through December 31, 1999.

In its Product Improvement Announcement, Harmon discussed the 211S, 211SRP and 212A modules:

"211S and 211SRP

The 211S and 211SRP modules are DC to DC converters that are used in the 'Electro Code 4' and 'Electro Code 4 Plus' intermediate signal units. These modules provide isolated battery for signal lighting circuits and are located in the top of the chassis housing behind the front panel. A resistor in the modules mid stage driver circuit may be subject to excessive heating due to heavy lamp load and/or continuous duty cycle of the lamp lighting circuits. Eventually this resistor can fail open. In the event this circumstance occurs, excessive noise can be passed through the converters to the balance of the lamp-lighting circuits. Random noise on a lamp output can be interpreted by the dual microprocessors as false energy. In response, the processors will reset, resulting in a dark signal for a period lasting approximately 40 seconds. Ultimately, the processors will attempt to reinitialize the converters and restore the signal lighting. The frequency of the dark signal occurrence depends on many variables and may be recognized many times during a single day or sporadically during the course of one or several months.

212A

The 212A module is also part of the signal lighting circuits within 'Electro Code 4' and 'Electro Code 4 Plus' equipment. AC signals from the processor modules are combined on the 212A to provide the excitation voltages to the 211 converter modules. It has been recognized that several of the electrolytic capacitors on the 212A modules have failed, resulting in symmetry distortion of the AC signal passed to the 211 modules. This distortion may exaggerate the noise condition as described with the 211S and 211SRP above."

Harmon further stated that: "[O]n the 211S and 211SRP modules, several components, in addition to the resistor described above, will be replaced and added to the base design. This upgrade offer applies only to 211S and 211SRP converter modules manufactured between March 1994 and March 1998."

Recommendation

In recognition of the need to assure safe, reliable signal operations, FRA strongly recommends that:

1. Each railroad having a signal system which uses any "Electro Code 4" and "Electro Code 4 Plus" intermediate signal units immediately identify each 211S, 211SRP, and 212A module within their signal system.
2. Each railroad replace or upgrade every 211S, 211SRP, or 212A module within their signal systems as soon as possible.
3. Each railroad having 211S, 211SRP, or 212A modules contact Harmon Industries Riverside Operations, Attention Repair and Return, 7337 Central Avenue, Riverside, California 92504, phone number: 800-854-4752 for further information pertaining to upgrades.

For Further Information Contact:

William Goodman, Signal and Train Control Division, Office of Safety Assurance and Compliance, FRA, 1120 Vermont Avenue NW, Washington, D.C. 20590, telephone number: 202-493-3625 or Mark Tessier, Office of Chief Counsel, FRA 1120 Vermont Avenue NW, Washington, D.C., telephone number: 202-493-6061.

OBJECTION PROCEDURES FOR EXPENDITURES NOT GERMANE TO COLLECTIVE BARGAINING

Advance Reduction

Section 1. Non-members required to pay agency fees as a condition of employment will have the right to object to expenditures on activities not germane to collective bargaining. Those persons filing objections as required herein will be entitled to receive an advance reduction of their fees.

Notice of Objection

Section 2.

(a) Non-member agency fee payers wishing to file an objection will do so annually by notifying the International Secretary-Treasurer of his or her objection in writing, postmarked during the month of November. The notice of objection will contain the objector's current home address, and he or she will be obligated to keep the International Secretary-Treasurer informed of any change in address.

(b) Employees who resign from membership wishing to file an objection will do so as specified in Section 2(a) above postmarked within 30 days from tendering their resignation.

(c) Newly hired employees will receive notice of these procedures. Those opting not to become members who wish to file an objection will do so as specified in Section 2(a) above postmarked within 30 days of receiving such notice.

Chargeable and Non-Chargeable Expenditures

Section 3. Objectors will be charged for all expenditures which (1) are germane to collective bargaining activity, (2) are justified by the government's vital policy interest in labor peace and avoiding free riders, and (3) do not significantly add to the burdening of free speech that is inherent in the allowance of an agency or union shop. Objectors will not be charged for expenditures failing to meet these criteria. The following are examples of these types of expenditures:

Chargeable Expenditures:

(a) All funds expended on collective bargaining.

(b) All funds expended on contract administration, grievance adjustment and arbitration.

(c) All funds expended on internal governance and administration.

Non-Chargeable Expenditures:

(a) All funds expended on the election of candidates for public office, including contributions to any political party, political organization, or candidate for public office; expenditures on behalf of and facilities used for any political party, political organization or candidate for public office.

(b) All funds expended on efforts to recruit new members.

(c) All funds expended on lobbying except for lobbying directly related to ratifying or implementing a collective bargaining agreement.

(d) All dues to the AFL-CIO.

(e) All contributions to charitable and educational groups.

(f) A prorated portion of the cost of The Signalman's Journal and other Union publications devoted to the coverage of subjects specified in the preceding subsections, or any other non-germane subjects.

Audit Report

Section 4. Grand Lodge will retain a certified public accountant to audit its allocation of expenditures into chargeable and non-chargeable categories during each July 1 - June 30 fiscal year. A copy of said audit report and a description of chargeable and non-chargeable expenses will be mailed to all non-member agency fee payers on an annual basis in October. In addition, any non-member filing notice of objection under Section 2(b) and (c) will be mailed a copy of the documents listed above, at the time of their objection.

Advance Reduction Calculation

Section 5. The percentage of non-chargeable expenditures will be calculated in accordance with the certified audit report. The amount of the advance reduction will be calculated by multiplying projected fee payments times the non-chargeable percentage. Non-members filing a notice of objection pursuant to Section 2(a) will receive an advance reduction in agency fees during the following calendar year. Non-members filing objections under Section 2(b) will receive an advance reduction in agency fees from the first day of the month following the month in which they tendered their resignation through December 31 of that year. Non-members filing objections under Section 2(c) will receive an advance reduction in agency fees for the period they begin paying such fees through December 31 of that year.

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[1] Although collective bargaining agreements requiring "membership" as a condition of employment are legal, it is the payment of all dues, fees, and assessments (agency fees), not actual membership, which is required.

Challenge of Calculation

Section 6. Non-members filing a notice of objection pursuant to Section 2 may challenge the calculation of chargeable and non-chargeable expenditures by filing a written challenge with the International Secretary-Treasurer postmarked no later than the November 30 following the October mailing of the audit report being challenged. Non-members filing timely objections under Section 2(b) or (c) may also challenge the calculation of chargeable and non-chargeable expenses by filing a written challenge with the International Secretary-Treasurer postmarked no later than the deadline set forth in said sections for filing objections; and such challenges will be consolidated for arbitration with those filed under the first sentence of this section.

Selection of Arbitrator

Section 7. In the event a challenge is filed under Section 6, the International Secretary-Treasurer will provide a list of challengers to the American Arbitration Association (AAA). All challenges will be consolidated. The AAA will appoint an arbitrator from a special panel maintained by the AAA for this purpose. The AAA will inform the International Secretary-Treasurer and the challengers of the arbitrator selected.

Arbitration Procedures

Section 8.

(a) The arbitration will be scheduled expeditiously. The AAA will develop rules that will govern these arbitrations, and, conscious of the need for an informed and expeditious decision, the arbitrator will have control over all procedural matters affecting the arbitration.

(b) Each party to the arbitration will bear their own costs. The challengers will have the option of paying a pro-rata portion of the costs of the arbitrator's fees and expenses. The Union will pay the balance of such fees and expenses.

(c) A court reporter will make a transcript of all proceedings before the arbitrator. This transcript will be the official record of the proceedings and may be purchased by the challengers. If an objector does not purchase a copy of the transcript, the Union will, upon request, make a copy available for inspection.

(d) A challenger may, at his or her expense, be represented by counsel or other representative of his or her choice. The challenger need not appear at the hearing and will be permitted to file written statements with the arbitrator in lieu of an appearance.

(e) Prior to the start of the hearing, the Union will provide challengers with a list of all exhibits it intends to introduce at the hearing and a list of all witnesses it intends to call, except for exhibits and witnesses it may introduce for rebuttal. Copies of exhibits will be made available upon request.

(f) The Union will have the burden of establishing that the reduced agency fee being charged is lawful.

(g) If the arbitrator will determine that more than one day of hearings is necessary, he or she will, to the extent possible, schedule the hearings to continue from day to day until completed. The arbitrator will issue a decision within thirty (30) days after the submission of post-hearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.

(h) The arbitrator will give full consideration to the legal requirements limiting the amounts that objectors may be charged, and will set forth his or her analysis in the decision. The order and decision of the arbitrator will be final and binding on the Union.

Escrow Account

Section 9. The Union will establish an escrow account containing the portion of agency fees paid by non-members filing challenges pursuant to Section 6 which reasonably may be in dispute in arbitration. In the event the Union escrow is less than the entire amount of fees so paid, the amount of the escrow will be based on an independent audit, and the escrow figure will be independently verified. After the issuance of the arbitration award, the escrow fund will be distributed in accordance with the arbitrator's decision.

Administration by International Secretary-Treasurer

Section 11. The International Secretary-Treasurer will administer this policy in a manner that is completely fair to agency fee payers who wish to object. The International Secretary-Treasurer has authority to determine the amount of the reduced fee each year, to provide proper notice of this policy to agency fee payers, to waive procedural requirements when fairness requires, to informally resolve challenges to the Union's calculation, and to promulgate procedures for accommodating agency fee objections in accordance with applicable state or federal laws.

Amendments

Section 12. The Grand Executive Council will have authority to amend this Policy as it deems appropriate.

Not Applicable in Canada

Section 13. This policy will not be applicable to members working in Canada.

SIGNALMAN'S STORE

CLOTH EMBLEM of BRS logo has white letters with red and black border, steam and diesel locomotives and green-over-red searchlight signal. Ideal for hats and jackets!

COASTERS are 3-inch diameter plastic with full-color BRS logo.

BRS MASTER NATIONAL AGREEMENT BOOK contains the basic provisions of national agreements negotiated with U.S. railroads and the BRS. The loose-leaf binder with 2-inch rings makes it easy to update or add additional materials, such as local agreements.

SIGNAL TRAINING COURSE as developed by Canadian National Ry., is used in signal training programs by many U.S. railroads. This modern premier training manual contains 4 volumes and 31 sections in one 3-inch binder. (copyrighted)

HISTORY OF THE BRS, ***"THE FIRST 75"*** as written by the late A.E. Lyon, who was BRS president 1934-1945. Contains the Brotherhood's history from its formation in 1901 through 1976. BRS members will enjoy reading about their Brotherhood's history and development.

LAPEL PIN/TIE TACK has the BRS searchlight signal logo with outline and letters in gold. 5/8" in diameter. Makes an ideal hat pin!

LAPEL PIN/WITH STONE SETTING searchlight signal logo with outline and letters in gold. 5/8" in diameter.

KEY TAGS made of solid brass with BRS logo and bound leather backing.

DECALS have the BRS searchlight logo and are available in two diameter sizes - 2" & 4". The 2" decals have a **reflective** image of the BRS searchlight signal and are the perfect size for hard hats. The 4" decals have a **non-reflective** image of the BRS searchlight signal and are the perfect size for windows and bumpers. The inside window decals have a **non-reflective** image of the BRS searchlight signal and can be placed inside to resist the elements. These pressure-sensitive decals are long lasting and easy to apply.

GOLF CAPS have the BRS cloth colorlight emblem stitched into the front. Made of medium-weight cotton, they have an adjustable headband and come in 10 attractive colors (White, Black, Red, Blue, Grey, Advantage Camouflage, Realtree Camouflage, Green Camouflage, and Brown Camouflage).

STANLEY MUG is a hot/cold mug with a stainless steel finish with the BRS logo.

STANLEY THERMOS made of solid steel, unbreakable, with a green finish and BRS logo.

GOLF SHIRTS are available in three colors and made of a cotton/polyester blend, each has the BRS colorlight logo embroidered in red and green.

SPORTS STYLE JACKETS have a medium-weight polyester/cotton blend shell with nylon or polyester lining, elastic wrist and waistbands. Embroidered four-color BRS emblem. Available in white, tan and light gray only.

CANVAS/BLANKET LINED COAT made of 100% cotton canvas and has the BRS colorlight logo embroidered in red and green. Available in black only.

WOOL/LEATHER BRS JACKETS have a heavyweight wool shell, a nylon lining, with leather sleeves and collar. Embroidered four-color BRS emblem. Available in black only.

CANVAS VEST made of 100% cotton canvas and has the BRS colorlight logo embroidered in red and green. Available in brown only.

Minimum order accepted is $15.00 (U.S. Funds)

Make check or money order payable to:

Brotherhood of Railroad Signalmen

Mail payment and order to:

Brotherhood of Railroad Signalmen
Box U
Mount Prospect, IL 60056-9048

NAME_____

CERTIFICATE NUMBER_____

STREET_____

CITY_____

STATE / ZIP_____

The

Signalman's Store

ORDER FORM

Please send me the following

ITEM	QUANTITY	PRICE	TOTAL
Cloth Emblems		2.50	
Coasters		1.00	
BRS Master National Agreement		10.00	
Signal Training Course		50.00	
History of the BRS		10.00	
Lapel Pin/Tie Tack		4.50	
Lapel Pin w/Stone Setting		7.00	
Ref. Decals (2-Inch)		.30	
Non-Ref. Decals (4-Inch)		.25	
Inside Window Decals		.45	
Stanley Mug		14.00	
Stanley Thermos		50.00	
GOLF CAPS			
White		9.00	
Black		9.00	
Red		9.00	
Blue		9.00	
Gray		9.00	
Advantage Camo		9.00	
Realtree		9.00	
Green Camo		9.00	
Brown Camo		9.00	

GOLF SHIRTS	M	L	XL	2X	3X			
Multi-Pattern Brown							35.00	
Multi-Pattern Green							35.00	
White							30.00	
JACKETS								
White							50.00	
Grey							45.00	
Beige							45.00	
COATS								
Wool/Leather							165.00	
Black/Canvas							43.00	
VESTS							39.00	
Available sizes in un-shaded boxes only							TOTAL	

BRS DESIGNATED COUNSEL

When Signalmen suffer a work-related injury or illness, BRS members or their families are encouraged to determine their rights and benefits under the Federal Employers' Liability Act before agreeing to any settlement with the railroad employer. The Brotherhood of Railroad Signalmen has designated the attorneys listed in this directory to serve as qualified counsel for BRS members in employee injury cases covered by FELA.

Attorneys are listed by state and are designated to serve BRS members living or working in the general region of their offices. Designation of FELA counsel is by authority of the BRS Executive Council only.

BRS members are encouraged to provide information regarding FELA cases, including criticism or commendations regarding the service of designated counsel, and information on injuries and settlements. This information, which will be used in the continuing evaluation of this program, should be sent to W. D. Pickett, President, Brotherhood of Railroad Signalmen, Box U, Mount Prospect, IL 60056-9048.

Bold *print denotes additions or changes since the last issue of the Journal.*

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Wilson, Hajeck & Shapiro
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800-752-0042

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Suite 1107
Washington, DC 20006
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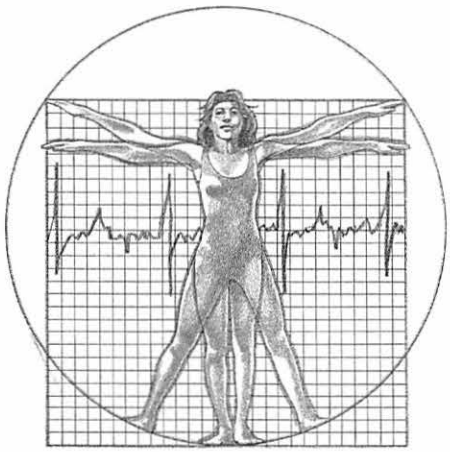
Fax (202) 298-9194,
800-747-6266

BENEFITS DIRECTORY

Where to file claims for all United HealthCare Insurance policies except Plan D:

United HealthCare Railroad Claims
P.O. Box 30985
Salt Lake City, UT
84130-0985

1-800-842-5252



Where to file claims for United HealthCare Plan D (Under Policy GA-23111):

All claims under GA-23111, Plan D, will be processed in United HealthCare's Salt Lake City office. The new address and telephone number is:

United HealthCare
P.O. Box 30404
Salt Lake City, UT
84130-0404
1-800-809-0453

MetLife Policy GA-23000
Life Insurance Claim Information
MetLife
P.O. Box 6122
Utica, NY 13504-6122
1-800-310-7770

United HealthCare Policy GA-23000
Patient Advocate Program:
1-800-842-4555
United HealthCare Silent Witness Program
To report suspected billing fraud:
1-800-666-FRAUD

Aetna Managed Care Membership Services
P.O. Box 7064
Dover, DE
19903-1512
1-800-842-4044

Mental Health and Substance Abuse Benefits
For treatment, claims or inquiries call:
Value Behavioral Health
(VBH)
800-934-7245
(800-934-RAIL)

Supplemental Sickness Benefits under Group Policy No. R-5000
Where to file claims:
Provident Insurance Co.
Group Railroad Claims
P.O. Box 180135
Chattanooga, TN 37401-7135
1-800-542-4231
Fax: (615) 499-3429

Dental Benefits under Group Policy No. GP-12000
Where to file claims:

Aetna Life Insurance Company
P.O. Box 120
Grand Rapids, MI 49501-0120
(616) 942-6400

Managed Pharmacy Benefit
Retail pharmacy network provides medication for acute, short-term care. Mail-order prescription service provides medication for chronic, long-term care. Managed Pharmacy Benefit is available to members covered under United HealthCare Plans GA-23000, GA-23111 Plan D, and GA-46000.

Merck-Medco Rx Services
1-800-842-0070

U.S. Court throws out BMWE lawsuit against NRLC seeking to derail new Railroad Retirement deal. Says union's case is "superfluous," "argumentative" and "confusing"

CHICAGO - A U.S. District Court in Illinois recently dismissed a major lawsuit by the Brotherhood of Maintenance of Way Employees (BMWE) meant to derail the new Railroad Retirement agreement saying the union's omnibus complaint against the National Railway Labor Conference (NRLC) "is argumentative, confusing and fails to comply with the Federal Rules of Civil Procedure."

BMWE filed the lawsuit in an effort to scuttle the NRLC's January 14, 2000, agreement with a coalition of unions regarding the new railroad retirement program. The lawsuit asked that the NRLC resume good faith bargaining with the BMWE. In addition, the BMWE wanted the court to declare that the NRLC and the other unions could not alter the health and medical benefits policy GA-4600 unless it agreed to the changes.

The BMWE and the BLE have actively opposed a coalition of 11 unions representing more than 3 million members that are seeking passage of an improved Railroad Retirement package in this session of Congress. The bill, H.R. 4844, currently is in the House awaiting a final vote after Labor Day.

In throwing out the BMWE's lawsuit, Judge Charles L. Norgle, Sr., of the U.S. District Court, Northern District of Illinois, said, "BMWE admits that the 'Defendant Carriers are free to say anything they like to Congress [and that] BMWE does in fact seek injunctive relief, but only to the extent that Defendant Carriers would be required by this Court to go back and engage in bargaining with Plaintiff BMWE...' Thus BMWE appears to admit that it merely seeks to compel Defendant carrier representatives to resume good faith bargaining with BMWE. That said, most of BMWE's numerous prayers for relief seem misplaced."

The judge also said: "Further, if the BMWE merely seeks to compel Defendant railway carrier agents to resume good faith negotiations with BMWE, many of the Complaint's assertions are superfluous and confusing...These and numerous other assertions demonstrate that BMWE's Complaint fails to comply with the Federal Rules of Civil Procedure."

In a major slap in the face to the BMWE's legal strategy, the judge said, "Again, it appears from the BMWE's Response (but is far from clear in the Complaint) that BMWE pleads only one claim: the Defendants refuse to negotiate with BMWE in good faith as required by the RLA. If this is so, the Complaint contains vast amounts of superfluous argument, extraneous material, and prayers for relief that confuse the issue and should be removed."

The judge said BMWE could reinstate its claim in accordance with the Federal Rules of Civil Procedure by August 15, 2000.

SPL Payroll Check-off Implemented on the Long Island Railroad

The Brotherhood of Railroad Signalmen welcomes the newest members of the Signalmen's Political League Program on the Long Island Railroad (LIRR). "The addition of the Long Island Railroad to the Signalmen's Political League only increases the strength of an already strong program," stated International President W.D. "Dan" Pickett.

With this new dues check-off agreement in place the BRS will be making an effort to sign up as many LIRR employees as possible. This agreement was achieved due to the hard work of everyone on the LIRR General Committee. Good work, and a job well done.

Railroad Retirement Board Financial Reports

The Railroad Retirement Board is required by law to submit annual financial reports and triennial actuarial valuations to Congress on the financial condition of the railroad retirement system, as well as annual financial reports on the railroad unemployment insurance system. These reports must also include recommendations for any financing changes which may be advisable in order to ensure the solvency of the systems. In June, the Board submitted its 21st Actuarial Valuation of the railroad retirement system's assets and liabilities and its financial report on the rail unemployment insurance system.

The following questions and answers summarize the findings of these reports.

1. How much money is in the Railroad Retirement Board trust funds?

By the end of Fiscal Year 1999, the net position of the railroad retirement trust funds was almost $18 billion, while the railroad unemployment insurance account balance was almost $110 million.

2. What was the overall finding of the 21st triennial actuarial valuation of the railroad retirement system's assets and liabilities?

The 21st triennial actuarial valuation was generally favorable and reflected an improvement over the last triennial valuation and the two most recent annual financial reports, which it attributed primarily to favorable economic and employment experience. The 21st valuation concluded that, barring a sudden, unanticipated, large drop in railroad employment, no cash-flow problems arise during the next 35 years. However, like previous railroad retirement financial reports, the valuation also indicated that the long-term stability of the system, under its current financing structure, is still dependent on future railroad employment levels.

Over the years, the main source of income to the railroad retirement system has been a payroll tax on railroad employment. The amount of income that the tax produces is directly dependent on the number of railroad employees covered under the system. Therefore, under current law, actual levels of railroad employment over the coming years will largely determine whether any financing changes are necessary to ensure the system's solvency.

3. What methods were used in forecasting the financial condition of the railroad retirement system?

The 2000 valuation projected the various components of income and outgo of the railroad retirement system under three employment assumptions, utilizing different patterns of change in the railroad work force for the 75 calendar years 1999-2073. The projections of these components were combined and the investment income calculated to produce the projected balances in the railroad retirement accounts at the end of each projection year.

Projecting income and outgo under the three different assumptions, the report indicated actuarial surpluses under the optimistic and moderate assumptions with no cash-flow problems during the 75-year period. An actuarial deficiency was indicated only under the pessimistic assumption; and, even under that assumption, no cash-flow problem arises until the year 2035.

The 20th valuation, released in 1997, also indicated an actuarial deficiency under a pessimistic assumption, but with a cash-flow problem arising in the year 2021.

4. Did the 21 st valuation of the railroad retirement system recommend any railroad retirement payroll tax rate changes?

The report did not recommend any change in the rate of tax imposed by current law on employers and employees. The absence of projected cash-flow problems for at least 35 years under each employment assumption indicated that an immediate increase in tax rates is not required. However, because of future financing problems occurring under the pessimistic employment assumption, a decrease in tax rates was not recommended.

5. What were the findings of the 2000 report on the financial condition of the railroad unemployment insurance system?

The Board's 2000 railroad unemployment insurance financial report was also favorable, indicating that even as maximum benefit rates increase 50 percent (from $46 to $69) from 1999 to 2010, the unemployment insurance account remains solvent, even under the Board's most pessimistic employment assumption.

Unemployment levels are the single most significant factor affecting the financial status of the railroad unemployment insurance system. However, the system's experience rating provisions, which adjust tax rates for changing benefit levels, and its surcharge trigger for maintaining a minimum balance help to ensure financial stability in the advent of adverse economic conditions.

6. What methods were used to evaluate the financial condition of the railroad unemployment insurance system?

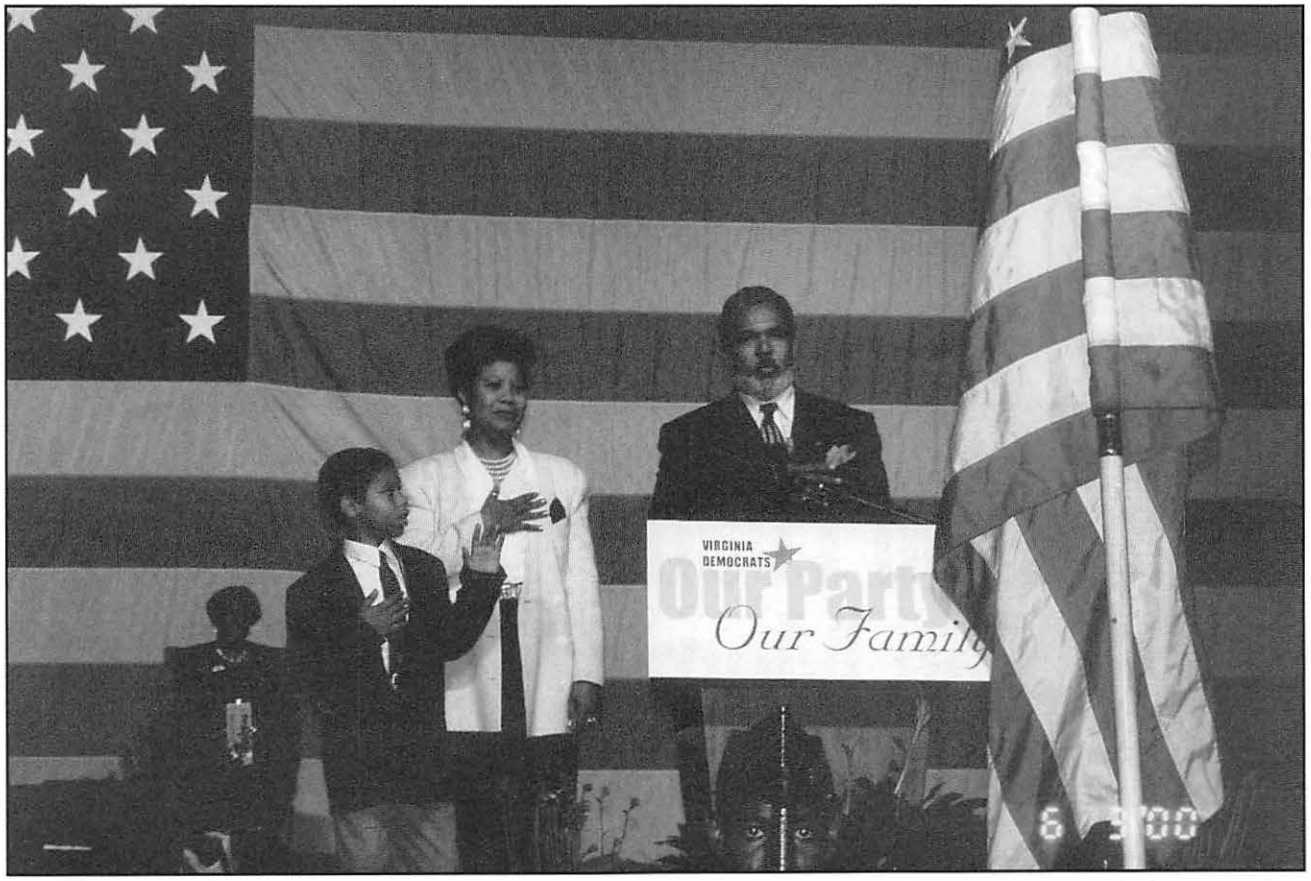
The economic and employment assumptions used in the unemployment insurance report corresponded to those used in the report on the retirement system. Projections were made for various components of income and outgo under each of three employment assumptions, but for the period 2000-2010, rather than a 75-year period.

7. What did the report indicate regarding tax rates during the projection period?

Under the experience rating provisions, each employer's tax rate is determined by the Railroad Retirement Board on the basis of benefit payments made to the railroad's employees. The report predicted that, even under the most pessimistic assumption, the average employer tax rate remains well below the maximum throughout the projection period; but a periodic resumption of the surcharge required to maintain a minimum account balance was also predicted.

8. Did the 2000 report on the railroad unemployment insurance system recommend any financing changes to the system?

No financing changes were recommended at this time by the report.



Delegates Leonard Parker and his wife Tina opened the Virginia State Democratic Convention with son Leonard, Jr., leading the pledge of allegiance on June 3, 2000. Brother Parker was introduced as representing all families in the state of Virginia. Picture taken by International Vice President Dennis Boston who was also a delegate to the convention.

CONTINUOUS MEMBERSHIP

The Brotherhood of Railroad Signalmen, in recognition of BRS members' contributions to the Signalman's craft and their dedication to the principle of trade unionism, has established a Continuous Service program to honor longtime BRS members. Continuous service lapel pins are presented to members every five years, beginning with their 25th year of membership.

The following is a list of the members who recently received Continuous Service pins in recognition of their years as BRS members:

40 YEARS	LOCAL
RE Smith	111
DA Nance	156

35 YEARS	LOCAL
H Coutant	8
FD Spaulding	10
RE Manning	72
JA Bees	109
SD Bennett	123
WJ Hertzler	129
D Cockrell	156
RD Deason	174
GA Oldfather	188
TJ Bengtson	226
E Whiteman	228

30 YEARS	LOCAL
DA Neff	14
JH Enterline	15
TE Fast	20
SS Argyle	24
KC Sitton	49
EJ Talley	49
DR Hostetler	55
D Mastro	56
RJ Miller	56
AH Steinbacher	57
RS Napiorski	60
MR Anderson	71
JM Forsman	72
EM Buckley Jr	76
JN Plick	76
RE Deemer	77
BA Leyland	84
MD Manley	84
LL Archer	94
G Duman III	99
R Garcia	99
EJ Agnew	103
MK Skinner	103
AC Keelin	104
TV Beacom	119
WO Sumpter	119
PH Franzel	123
SD Perry	123
JC Godfrey	132
DT Humphrey	141
WC Nobles	141
GT Fortin	152
NJ Grimnes	153
NJ McLean	155
JD Washburn	174
JR Mennim	179
RH Lang	182
LD Leingang	188
EO Martell	188
DL Landrum	206
JC Leathem	228

25 YEARS	LOCAL
LR Orich	3
AS Sadowski	5
GD Bruce	7
DG Stewart Jr	7
MC Boden	8
BB Land	8
CE Magnett	8
DB Mullen	8
JJ Pollard	8
RA Wagner	8
SJ Crawford	10
TS Jackson	10
JW Coffin Sr	18
JT Farrell	26
TF Quada	28
RA Strunk	28
HM Shriner	31
SR Hurt	41
BL Myers	41
FR Ferres	42
WD Krotz	42
GM Roper	42
FE Mason	52
RG Pauley	52
MH Richardson Sr	55
JM Belvedere	56
SA Kirsch	56
PG Miller	56
JG Simcsak	58
GF Campaniello	68
WA Myllek	76
JA Willey	89
MB Myers	94
CD Bradley	97
DC Brookman	102
RP Melton	102
GW Taylor	102
LD Thompson	103
GL Smith	107
LD Schluterbusch	119
RT Gilbert	121
RL Brooks	129
MR Sims	129
SR Ellison	136
EJ Bickar	150
RW Olson	154
BL Trennepohl	154
EE Watts Jr	162
DM Isaacson	168
AD Swenson	168
JD Kaley	173
TW Adams	178
ME Phillips	178
CW Hierholzer	206
SL Konopka	213
GA Overturf	216
MJ Schoennauer	229
V Albright	230

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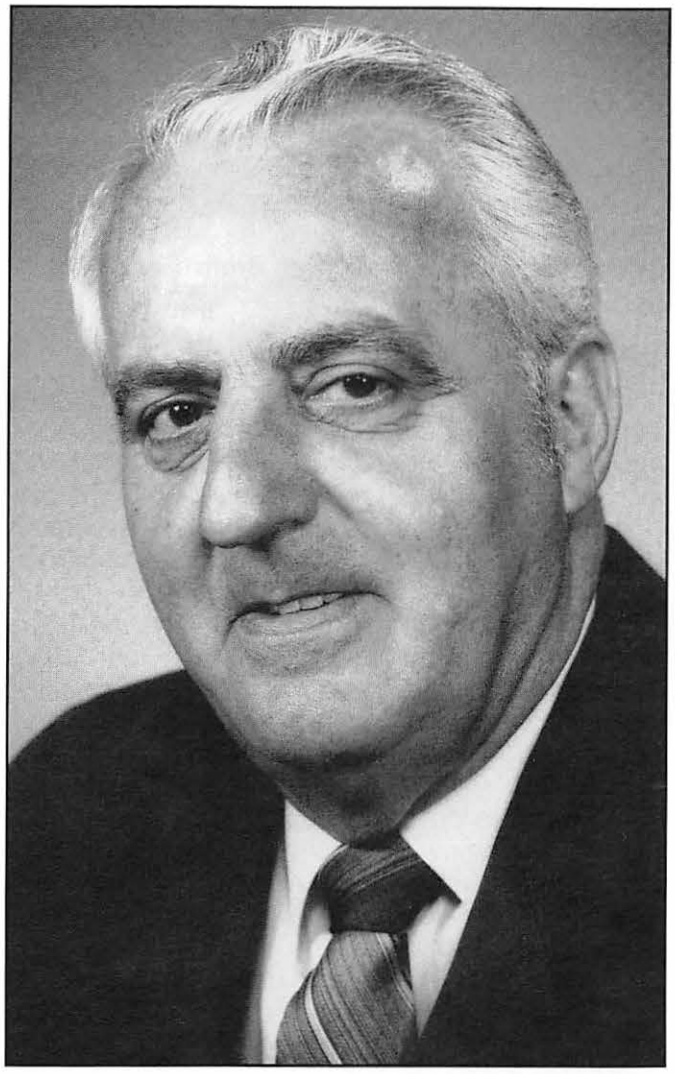
R.T. "Tom" Bates, 1927 - 2000

President Emeritus R. T. "Tom" Bates passed away on June 12, 2000. President Emeritus Bates ended a long and dedicated career as President of the Brotherhood of Railroad Signalmen effective October 1, 1987. Born in Glendale, Oregon, on August 18, 1927, Tom began his railroad career at the early age of fifteen, working part time in the track department and later in the mechanical department for the Southern Pacific Railroad. After graduating from high school, Tom hired in the Signal Department as a Helper with Southern Pacific in April, 1945. Advancing rapidly through the various classifications he was promoted to a Signal Maintainer's position at Cruzatte, Oregon, high in the Cascade Mountains. During his employment with the railroad he served in the U.S. Naval Reserve for nine years, in both active and inactive service, and served aboard the U.S.S. Riverside.

Brother Bates was raised with deep roots in unionism. He served in several positions in the Local Lodge before being elected as Local Chairman in 1957. He also held the position of Vice General Chairman before becoming full-time General Chairman of the Southern Pacific General Committee in 1963. During Tom's years as General Chairman he was successful in negotiating several agreements that have withstood the test of time, one of which was the Assistants' Training Program that is still in effect today. During the 37th Regular Convention in August of 1967, Brother Bates was elected Vice President of the Western Region and held that position until he was elected Grand Lodge Secretary-Treasurer in 1970. As Secretary-Treasurer he represented the Brotherhood on numerous committees such as the Committee on Rail Safety, Committee on the Railway Labor Act, Committee on National Transportation, Policy, Mergers, Consolidations and Passenger Service, and the Highway Grade Crossing Safety Committee, to name a few.

After becoming President of the Brotherhood of Railroad Signalmen in 1977, Brother Bates not only represented Signalmen but all labor interests and participated in several Railway Labor Executives Association (RLEA) committees. He served as Chairman of the section 13 Committee,



Chairman of the Railroad Retirement Committee, member of the joint Labor-Management Committee, member of the Department of Commerce-Federal Coal Export Committee, Vice Chairman of the Health and Welfare Committee and also worked on the Task Force for Employee Ownership and ESOP. Brother Bates devoted his life to the Brotherhood of Railroad Signalmen and the labor movement. His leadership and unwavering commitment to the members he represented will be missed by all of rail labor.

Brother Bates is survived by his wife Elizabeth "Betty", his mother Elizabeth "Bess", three daughters Martha "Marty" (Gary) Cohen, Frances "Frankie" Jones, Rebecca "Becky" (Doug) Wooldridge, a brother Monte Bates, Jr., a sister Helen (Don) Roberts, five grandchildren, and one great grandchild.

Truth Squad Shines a Light on Life with Bush as Governor

In a series of nationwide town hall meetings, working Texans are telling the truth about how working families in the state are faring after almost six years with George W. Bush as governor.

According to the Texas Truth Squad, the likely Republican presidential nominee is no friend of working families. Here's what Truth Squad members have to say:

Sheri Cagle

"People should know that George W. Bush is easily swayed by corporate money. When you take into account his attempts to privatize social services and the prisons, nobody benefits but the corporations," says Sheri Cagle, a 12-year veteran correctional officer who left her job because of frustration with Bush's changes in the prisons.

The Texas Truth Squad member says the Texas prison system has been neglected under Bush. There is little concern for the safety of its employees, she says, and the growing privatization has put correctional officers, citizens and even inmates at risk.

"There are private prisons, places where people are making minimum wage, that do not always attract the caliber of people you need to run a professional and safe institution," says the AFSCME Local 3848 member.

The 31-year-old Amarillo mother of one daughter says Bush's record on the environment, privatization, school vouchers and other key issues is clear: "He is nothing but a mouthpiece for the corporations."

Cagle plans to enter college in the fall to study occupational therapy and maybe devote more time to coaching her daughter's soccer and baseball teams.

Alex Flores

For 26 years, Sheet Metal Worker Alex Flores installed and fabricated air conditioners at hotels and commercial high-rise buildings in and around San Antonio.

"We're always on scaffolds and are at high risk for back injuries. We work with metal and metal cuts us—our hands and fingers. I've had to rely on workers' compensation," says Flores, who this year began work as an organizer for SMWIA Local 67.

Flores has joined up with the Texas Truth Squad to let people around the country know Gov. George W. Bush either has no clue about how tough it is to make a living as a building trades worker or simply doesn't care.

"In 1999, Governor George W. Bush tried to take $400 million from the Texas Workers' Compensation Fund, which endangered insurance for thousands of workers who are injured on the job each year in Texas," Flores says.

A firestorm of criticism from workers, their unions and working family-friendly lawmakers forced Bush's allies in the state legislature to restore $200 million for injured workers' compensation.

"If he tried it in Texas, you know what he would do as president," Flores warns.

The longtime construction worker says Bush's strong stand against wage standards, such as the Davis-Bacon community wage standard for construction workers, and Bush's support of allowing states to opt out of federal minimum-wage laws, shows he is not a friend of working families.

"His Department of Economic Development brags about the state's low wages and anti-labor climate [and] Bush brags about the low unionization of the workforce.

"So that's what George W. Bush has done for union members and their families in Texas. Is this the kind of man we want as president of the United States? I say 'no,' and you should too!"

Irene Ford

"I've worked all my life and even with Social Security, I'll be scuffling by. If anything happened to my Social Security, I'd have to move in with my daughter. I don't want to have to do that. I'm a proud woman," says Irene Ford.

The 62-year-old mother of three was forced to retire from her food server job in the Houston Independent School in February. When the SEIU Local 100 member developed blood clots in her legs, she could no longer stand on her feet from 6:30 in the morning until 2 in the afternoon, as she had for 28 years.

Social Security will supplement her pension and "will help me eat, pay my bills. Social Security is a way of life for older people," she says.

Why is she telling the truth about Texas Gov. George W. Bush?

"If he raises the retirement age like he talked about, people wouldn't be able to retire—they'll be carried out."

Arister Reyna

In Texas's Rio Grande Valley, Arister Reyna is a little better off than many of the tens of thousands of agriculture workers whose pay is set by the

state's minimum-wage law at $3.35 an hour. Reyna, a member of the Farm Workers, earns $5.15 an hour.

"If I cannot support my family at the minimum wage of $5.15, I do not understand how farm workers can support their families at $3.35," he says.

Reyna, who speaks only Spanish, is touring the country this summer as part of the AFL-CIO's Texas Truth Squad, telling people how difficult it is to make a living in a state where Gov. George W. Bush supports the state's $3.35-an-hour minimum wage for agriculture and domestic workers.

Reyna and his wife Elia, parents of four children, work side by side, most recently picking onions or harvesting cantaloupes. But his hours are not guaranteed.

"Sometimes I work 27 hours a week, 18, 12—it varies. George Bush says there is work, but really there is not in the Texas region. George Bush says that he is helping us out, but I have not seen anything wage-wise. I would like to make a decent living in the Valley. But I need more work with better pay to support my family," Reyna says.

Lack of health insurance forces him and his family across the border to Mexico, where medicine and health care are cheaper. But that also means he and his wife miss a day of work, which they can ill afford.

"Governor Bush said that they [workers] would do all right with that minimum wage, but it's hard to support a family with those low wages and weekly hours. We've got to fight for better wages and work," Reyna says. "If Bush wins, it will only get worse."

Minnie Sanchez

Eighth-grade teacher Minnie Sanchez joined the Texas Truth Squad because she wants people to know, "George W. Bush has not done a thing to advance education in Texas. In fact, he has squandered the opportunity to help Texas schoolchildren."

The San Antonio mother of three has spent 26 years in the classroom and knows firsthand the problems schoolchildren and their families face in a state ranked near the bottom in most important education benchmarks.

Yet Sanchez, a member of the Texas Federation of Teachers/AFT Local 1356, says Bush turned his back on public schools by backing a voucher experiment in the Edgewood School District near San Antonio. That flawed scheme, she says, cost the public schools some $4 million in state funding.

"He had the biggest budget surplus ever, but did he invest it in schools by establishing prekindergarten for all children or helping reduce class size or increasing teachers' pay? No, he said it wasn't needed and went after a tax break instead," Sanchez says.

She wants working families to know, "We need a president who knows what schoolchildren need, and we'll get that with Al Gore."

Eugene Graham

Corrections officer Eugene Graham is no stranger to con games, especially after a dozen years working for the Texas Department of Corrections. Texas has one of the nation's largest prison systems, but Graham notes that pay for corrections personnel—his is just $26,000 a year—ranks 46th in the nation.

Graham wants people to know the truth about the way Texas Gov. George W. Bush treats corrections officers and other public employees.

"He brags about the $100-a-month raise he gave us last year. What he doesn't talk about is how they raised our health insurance costs. That eats it right on up. I've got an extra $5 a month. It was sort of like he gives the money with one hand and six months later takes it out of your pocket with the other hand."

AFSCME Local 3807 member Graham will be traveling with the Texas Truth Squad when he can squeeze it in between his work at the Goree correctional facility in Huntsville and his much-needed second job.

The following is an updated telephone number list for the Headquarters and Regional offices of the Federal Railroad Administration.

FEDERAL RAILROAD ADMINISTRATION

Office of Safety

1-800 Safety Hotline

Headquarters
1120 Vermont Avenue, NW
Mail Stop 50
Washington, D.C. 20590
Phone – 202-493-6300
Hotline – 1-800-RAIL-990

Region 1
Mark H. McKeon-Regional Administrator
55 Broadway – Room 1077
Cambridge, MA 02142
Phone - 617-494-2302
Hot Line – 1-800-RAIL-991

Region 2
David Myers – Regional Administrator
2 International Plaza – Suite 550
Philadelphia, PA 19113
Phone – 610-521-8200
Hot Line – 1-800-RAIL-992

Region 3
Fred Dennin – Regional Administrator
61 Forsythe Street SW, Suite 16T20
Atlanta, GA 30303-3104
Phone – 404-562-3800
Hot Line – 1-800-RAIL-993

Region 4
Laurence Hasvold – Regional Administrator
111 N. Canal Street – Suite 655
Chicago, IL 60606
Phone – 312-353-6203
Hot Line – 1-800-RAIL-040

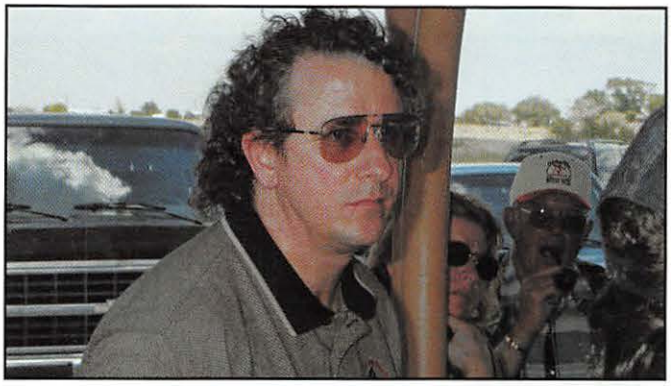
Region 5
John F. Megary – Regional Administrator
8701 Bedford Euless Road – Suite 425
Hurst, TX 76053
Phone – 817-284-8142
Hot Line - 1-800-RAIL-995

Region 6
Darrell J. Tisor – Regional Administrator
901 Locust Street – Suite 464
Kansas City, MO 64106
Phone – 816-329-3840
Hot Line – 1-800-RAIL-996

Region 7
Alvin L. Settje – Regional Administrator
801 I Street - Suite 466
Sacramento, CA 95814
Phone – 916-498-6540
Hot Line – 1-800-RAIL-997

Region 8
Dick L. Clairmont – Regional Administrator
Murdock Executive Plaza
703 Broadway, Suite 650
Vancouver, WA 98660-3306
Phone – 360-696-7536
Hot Line – 1-800-RAIL-998

Local 161Annual Ute Lake Picnic



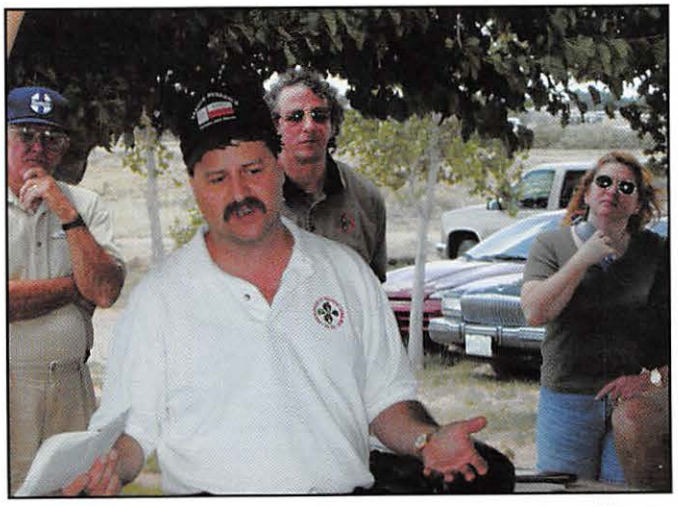
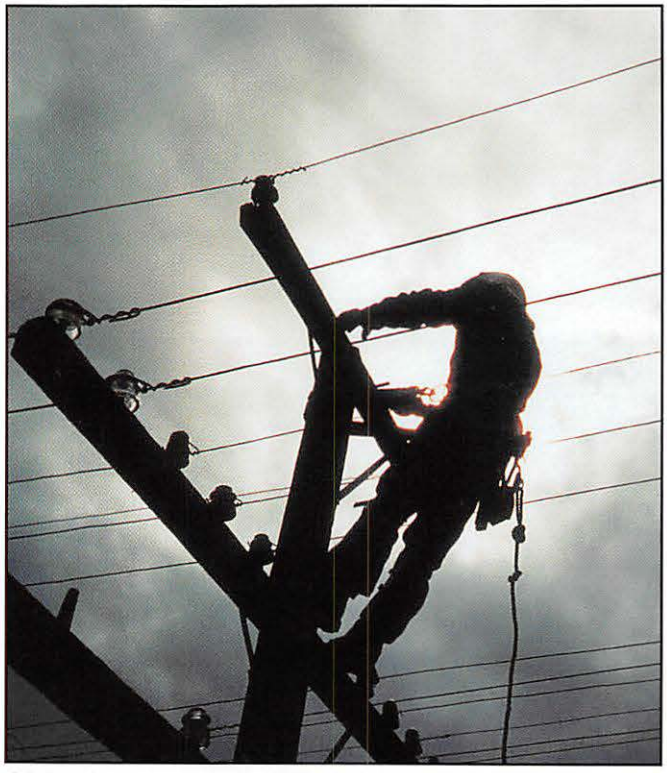


PHOTO CONTEST WINNERS FOR AUGUST 2000

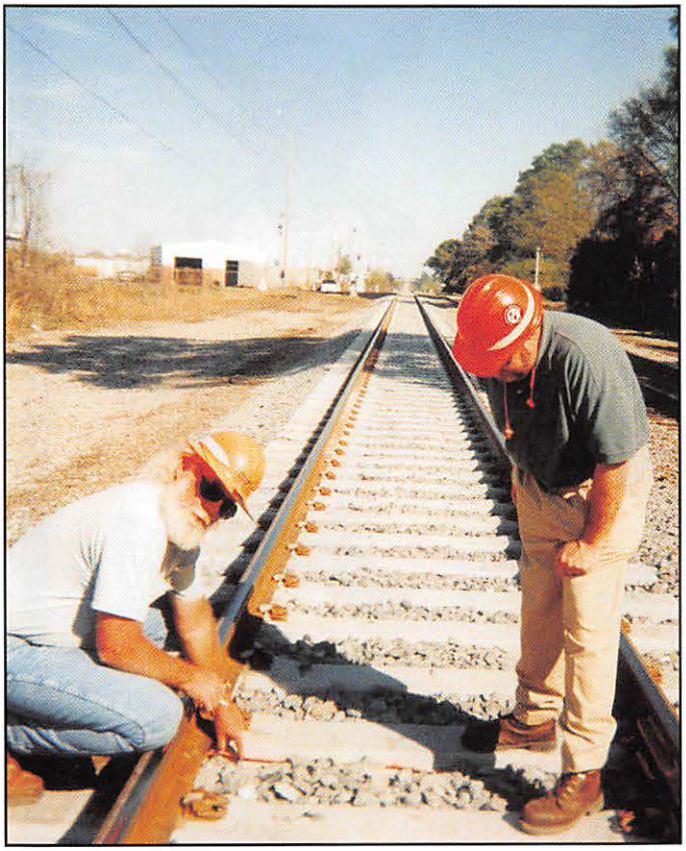
BNSF Signal Maintainer Mel Schwede checking D.E.D. mile post 1192 Montana Division. Photo submitted by G.T. Urfer.



Maintainer L.A. Dillard prepares to change damaged crossarm. Photo submitted by M.C. McGowan.

BNSF Minot North Dakota signal crew—Gary DeCoster, Adam Drake, Myron Cooper—setting xing signal at Park River, North Dakota. Photo submitted by G.T. Urfer.

Maintainer J.F. Warm, Signalman T. Bustamante and Electronic Technician J.B. Wittrock discuss the replacement of the signal foundation. Photo submitted by M.C. McGowan.



Local 16 President Mike McCallister points out new concrete tie bootlegs fastners to General Chairman R.G. Demott. Photo submitted by J.M. Bennett.

Still Working—Approach semiphore signal at Cordele, GA. The track is old original SAL (Seaboard Air Line) now owned by Short Line GSW. Photo submitted by J.M. Bennett.

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in America, a driver who fails
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